

WILD WAGON! 350RWHP 12A TURBO ROTARY

SINCE 1988



Fast Times & Rotaries

OLD-SCHOOL
ACTION
FROM THE
DAT
NATS



+9

**KILLER
CARS**

465RWHP
DATTO UTE
SLEEPER
CLASSIC
929

TOUGH
500RWHP
SUPRA
BOSS
RX-7
RACER
STREET
STYLE
WRX
R33 &
R34
GT-Rs

BLACK KNIGHT

500RWHP JDM \$15!



02

DECEMBER

2015

A\$9.95

(inc. GST)

NZ \$9.95

(inc. GST)

US \$9.95, CA \$9.95



DIRECTED.
AUSTRALIA

For information and stockists visit www.directed.com.au/rockford-fosgate



Capture the facts, not an opinion

Uniden's Black Box Accident Cam Range



iGO Cam
750



iGO Cam
325



iGO Cam
600



iGO Cam
820
(Two Cameras)



iGO Cam
850
(Three Cameras)



GET A CRASH CAM ON YOUR SMARTPHONE



Apple, the Apple Logo and iPhone are trademarks of Apple Inc., registered in the U.S. and other countries. App Store is a service mark of Apple Inc. Google Play is a trademark of Google Inc.

For complete range details visit
Uniden at **uniden.com.au**
or call **1300 366 895** today.

SCAN ME



Uniden®

MAXIMUM YOUR STREET AND TRACK HANDLING PERFORMANCE
WITH OUR MOST ADVANCED SUSPENSION / BRAKE SYSTEMS

info@ksport.com.au
Phone: 02 9905 9523



ADJUSTABLE COILOVER KITS FROM **\$880**

HIGH PERFORMANCE BRAKE KITS FROM **\$1599**



CUSTOMISE COILOVER SET

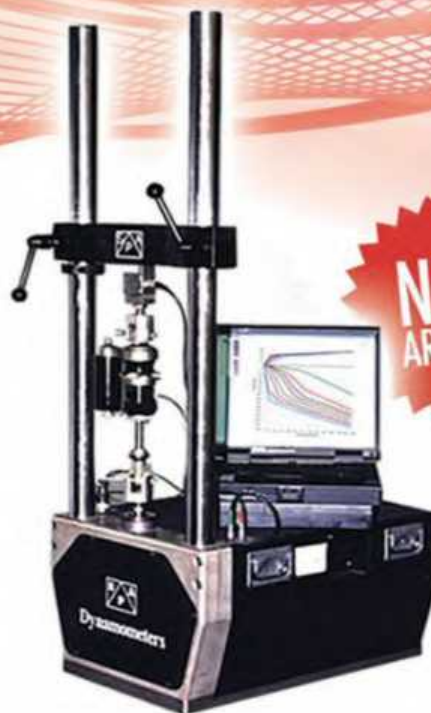
K-SHOCK COILOVER SET



CAMBER KIT & CONTROL ARM



AIR JACK



**NEW
ARRIVAL**

DYNO TUNING

Haltech
RACE MANAGEMENT SYSTEMS

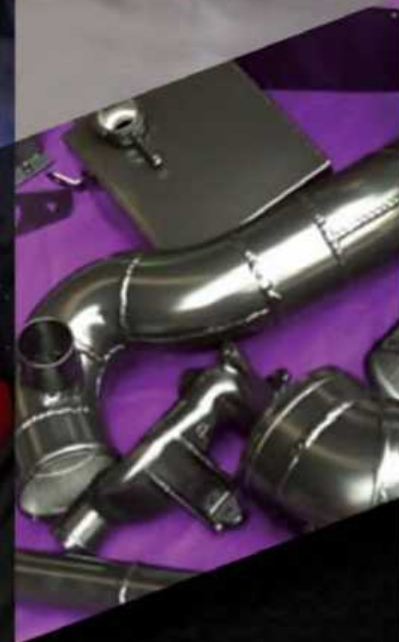
POWERFC
POWER FUEL CONTROL SYSTEMS

DYNO DYNAMICS
THE ULTIMATE IN DYNAMICS

NISTUNE
NATIONAL TUNE SYSTEM

Shock Dyno Service available

Rebuild strut / Tuning service
Custom make racing coilover



 (02) 4722 3915

COATING SPECIALISTS

Japanese Specialists • Conversions • Custom Fabrication
• Ceramic Coating • Powder Coating • Sand blasting • Polishing
• Ecu installs • Servicing • Repairs and Rego inspections
• More Horsepower and Torque • Showroom Finish Superior
Protection • Aeronautical, Mining, Boating, Weapons Applications



Unit 5, 10a Production Place, Jamisontown (Near Penrith) NSW 2750



info@hypercoatings.com.au



www.hypercoatings.com.au



hypercoatings

MAIN MENU

92



74



Fastfours & Rotaries

EDITORIAL & DESIGN

MANAGING EDITOR – MOTORING DIVISION: JOHN HAMILTON
CREATIVE DIRECTOR: IGOR AMEDOV
DESIGNER: NICHOLAS SMITH
STAFF PHOTOGRAPHER: ERIC TANG

CONTRIBUTORS

CONTRIBUTING PHOTOGRAPHERS:
 DANIEL SHARP, DAVE REID, WWW.AUTOSHOTZ.COM.AU

PRODUCTION

PRODUCTION MANAGER: BRONWYN ROWE
PRODUCTION CO-ORDINATORS: ALEXANDRA GROSVENOR

ADVERTISING & MARKETING

NATIONAL ADVERTISING MANAGER: MARK WILDE
PH: (02) 9741 3658
FAX: (02) 9648-7293
EMAIL: mwilde@expresspublications.com.au

SUBSCRIPTIONS

FREECALL: 1800 801 647 **FAX:** (02) 9737 8017
EMAIL: subs@expresspublications.com.au
BACK ISSUES: FREECALL 1800 801 647

PUBLISHING

GROUP PUBLISHER - MOTORING & LEISURE: GLENN WRIGHT
GENERAL MANAGER - MOTORING: IGOR AMEDOV
DISTRIBUTION ENQUIRIES – CIRCULATION DEPARTMENT
EMAIL: circulation@emgroup.com.au
PHONE: (02) 8719 3503
WEBSITE: http://newsagents.emgroup.com.au

PUBLISHED BY: EMG Express Media Group,
 a division of EXPRESS PUBLICATIONS PTY LTD
 ACN 057, 8087 904

Under licence from EP Investments Pty Ltd
 ACN 003 109 055. All rights reserved
 2 Stanley St, Silverwater NSW 2128 Australia
 Website: www.expresspublications.com.au

DISTRIBUTED BY: NETWORK SERVICES
 66-68 Goulburn St Sydney NSW 2000

NORTH AMERICAN DISTRIBUTORS: STONEHOUSE PUBLICATIONS
 Toll free: 1800 481 1840 Fax: 905 428 7554

Email: kevin@transmediagroup.com
SINGAPORE DISTRIBUTOR: PANSING DISTRIBUTION PTE LTD
 Ph: +65 6457 7678 Email: infomags@pansing.com
 Website: www.pansing.com

All material in this magazine is protected by copyright laws and may not be reproduced in part or full without the written permission of the publisher. Prices and dates quoted in this issue were correct at the time of going to press but might be subject to variation.
 In respect to technical information provided for any vehicle modifications or driving maneuvers referred to in the articles published in this magazine, the Publisher expressly disclaims any belief in the truth or falsity of the technical information or driving maneuvers provided and is merely passing on the technical information or driving maneuvers as a service to readers. No warranty is given as to its accuracy and it should not be substituted for expert advice from a qualified motor mechanic in respect of technical information provided for any vehicle modifications or from a qualified driving instructor in respect of any driving maneuvers referred to in this magazine.
 By submitting an unsolicited contribution to our magazine you agree to provide us with a licence to reproduce your material in print and electronic mediums worldwide with the right to edit any written contributions.

30



40



10

COVER CAR

PULL-OUT
POSTER:
50



54



20



84



SHIFT HAPPENS...WITH EXEDY!

EXEDY
No.1 for Clutch

TOUGH HER BLOW FOR BLOW

Got a tough Mazda RX7 with manual box and a big attitude then check out our ZH01SDV Hyper Single VF Clutch Kit. Designed for high performance this is one tough mother transmitting an awesome 500Nm torque at the flywheel that's ready to cope with the abuse of a highly modified vehicle and a heavy right foot. Punch through the gears harder and faster with EXEDY.



Kit includes:

- Steel billet flywheel
- High clamp clutch cover
- High torque clutch disc

Find the right clutch for your vehicle,
visit exedy.com.au

KEEPING FUEL SAFE

KEEP FRESH
KEEPS E85, PETROL, DIESEL & 2 STROKE FRESH FOR 12 MONTHS.

TREATS 100 LITRES

CAUTION
KEEP OUT OF REACH OF CHILDREN
READ SAFETY INSTRUCTIONS

NULON

ETHANOL E85

PERFORMANCE FUEL TREATMENT

Contains LIQUID HYDROCARBONS 660 mL/L

PREVENT TANK AND FUEL LINE CORROSION

CLEANS INJECTORS, INTAKE VALVE AND COMBUSTION CHAMBER

KEEPS FUEL FRESH FOR UP TO 12 MONTHS

Part no. E85

300ml

TREATS UP TO 100 LITRES

STOP THE RUST

PROVEN TO STOP INJECTOR & TANK CORROSION

95% CLEAN-UP OF CARBON DEPOSITS IN ONE TREATMENT

CLEAN

GET CARBONITZ

1 AUTO ONE

autObarn

autoPRO
PARTS PROFESSIONALS

United

Premium independent resellers

CALL THE FUEL TREATMENT HEROES ON 1800 679 970

NULON

DRIFT S15

**ONE S15 WITH
THE LOT, THANKS**



THE WORKS

PHOTOGRAPHY BY DAVE REID





With Bride's famous print covering most surfaces, it's all very JDM and inviting inside



We see a lot of S15s around the traps, so for something to catch our attention it really has to stand out. A pair of fake Brides and CE28Ns isn't going to cut it. That's why when we came across this monster on the Gold Coast we knew we had to bring it to you in all its wallet-crushing glory.

Owner Trent Linnan (30), an electrician by trade, has been a long-time drift and Nissan fan. Says Trent, "I like the aggressive lines of this model Silvia and for its low weight to build a drift car." He picked up the Silvia in January 2013 as a bog-stock Type R from Japan. As you can see, stock no longer.

Before this Trent got around in everything from a Onevia to R33 GTS-t and HiLux. He'd love a Rocket Bunny R35, as would we all, but the S15 seemed right in every way, including price-point.

There were the usual set-backs, namely workshops f*cking our man over "saying they could do stuff that they couldn't do and then charging me top dollar to have apprentices work on car". Sadly, we cannot name the offenders, but Gold Coast locals should have a good idea who we're talking about. Steer clear.





**PLUTO MAY BE ALL THE
RAGE RIGHT NOW, BUT
WE THINK THIS
SATURN BLACK
STAR IS IN A
UNIVERSE
ALL ITS
OWN**

That's all in the past, because as it stands now the S15 is in top form. "I love its handling, power-to-weight ratio and the speed at which the car can drift. It's a really fast car."

The body didn't always look this good either. Trent credits Nate from RaR Embossed for his panel and paint. "The car was so rough when it went to him, and he worked his magic on it with the full metal wide-body and mirror-finish paintwork off the gun. The man is a wizard when it comes to custom stuff."

If he could do it again, Trent says he'd plan the build a bit better. "I wouldn't have modified it so extensively to begin with. Now I'm having to go back over the build and pinpoint things that have been overdone and were unnecessary with time on the track to get the set-up correct."

There are so many top-shelf Japanese parts involved in this build that Trent really cannot stomach the thought of what it has cost him all up, not to mention shipping. Even inside, the Japanese parts are overwhelming. Only sipping on a Boss in a maid café in Akihabara could you possibly be more JDM than this.

The brakes are full R34 GT-R units all around. The glasshouse SR box is gone and replaced with a bulletproof RB25DET unit. There are arms and braces galore, carbon-fibre aero aids everywhere and that wide-body, fully custom and one of kind just to suit this car. OTT? Maybe, but that's just how we love it here at Fast Fours.

Yes, Pluto may be all the rage right now, but we think this Saturn Black star is in a universe all its own. Stay tuned for what Trent has in store next. We have a feeling it's going to be big with a capital B.



There is very little that isn't modified, coated or carbon-fibred on the entire ride



**I LOVE ITS HANDLING, POWER-
TO-WEIGHT RATIO AND THE
SPEED AT WHICH THE CAR CAN
DRIFT. IT'S A REALLY FAST CAR**





The car is at its power limit at the moment, even on E85, but a bigger turbo will soon take care of that

Thanks: “Dave and Fanki from Japanese Parts and Performance on the Gold Coast for helping me to get the car set up and fine-tune it to where it is today (0417 609 435), Nate from RaR Embossed on the Gold Coast for his unbelievable paint and panelwork (0450 278 472), Mick from All Performance Garage on the Gold Coast for the

roll cage, custom tubs, front and rear bash bars, custom cooler pipes and custom catch cans, his welds are second to none, especially his stainless lobster welds (0423 730 659), lastly Jessie Streeter in Japan for the countless Japanese parts that have been purchases through him in Japan and shipped to my door (jesse@jessestreeter.com).” ■

NOW I'M HAVING TO GO BACK OVER THE BUILD AND PINPOINT THINGS THAT HAVE BEEN OVERDONE AND WERE UNNECESSARY WITH TIME ON THE TRACK TO GET THE SET-UP CORRECT





SPECS

ENGINE:

S14 SR20DET 2.3L four-cylinder turbo

PERFORMANCE:

500.8rwhp (E85)

ENGINE HARDWARE:

Decked, honed, bored 1mm oversized to 87mm, chemically cleaned, blueprinted, HKS cast-iron sleeves inserted into block and cement-filled, Nismo engine and gearbox mounts, Tomei forged H-beam conrods and full counter crank (2.2L SR), HKS 87mm pistons with titanium-coated top rings, Nismo race bearings, Tomei main studs, extensive port and polish, Tomei 260deg Procams with 12mm lift, NAPREC 1mm oversized valves, Tomei double valvesprings, NAPREC bronze valve guides, WPC-treated rockers, rocker arms and rocker stoppers, HKS adjustable cam gears, NAPREC WPC timing chain, Tomei 1.2mm head gasket, GReddy extra capacity baffled and winged sump, All Performance Garage catch can and radiator overflow bottle, airbox, Speedflow braided lines and fittings, Blitz Sus Power pod filter, HKS 3037 turbo (24psi) and cast-iron high-mount manifold, Blitz 450x300x100mm intercooler fitted under radiator with All Performance Garage stainless lobster-tail short pipes, Turbosmart silicone joiners and hose clamps, GReddy S14 cast low-mount intake plenum, Tomei 70mm throttlebody, HKS 60mm race wastegate, HKS WPC-treated dump pipe, 3.5in titanium Reinhard straight-through exhaust with twin 4.5in blast pipes, Walbro 455L/h E85 lift pump, Twin Bosch Motorsport 044 external fuel pumps, Aeroflow 2L surge tank under car, 2000cc Bosch injectors, GReddy 11mm fuel rail, Turbosmart 1200 fuel regulator, GReddy oil cooler and 60mm aluminium radiator, PWR power-steering cooler, SplitFire coil packs, A'PEXi Power FC D-Jetro, Blitz iColour boost controller

DRIVETRAIN:

R33 RB25DET Skyline gearbox with Japanese Parts and Performance adaptor plate to suit SR, Gibbs Trucks custom one-piece tailshaft, Jim Berry custom Full Monty clutch, S15

LSD with Tomei Trax two-way centre

BRAKES/SUSPENSION:

Project Mu two-piece rotors from R34 GT-R front with R34 GT-R Brembo brakes, Project Mu HC 800 pads all around, R34 GT-R dimpled rotors and calipers rear, braided brake lines, hydraulic handbrake, ABS removed, R32 GT-R N1 brake booster and master cylinder, GKtech brake master stopper, Tein Super Drift adjustable coil-overs (8kg/6kg), All Performance weld-in front strut brace, rear Cusco strut brace, Whiteline front and rear adjustable swaybars, All Performance front tubs for lock clearance, GKtech solid diff, cradle and steering rack bushes, Japanese Parts and Performance steering rack moved forward, Super Lock knuckles, Ikeya Formula lower control arms with built-in caster arms, tie-rods and tie-rod ends

WHEELS/TYRES:

18x9in +0 front and 18x10.5in +12 rear Work Meister wheels, Federal 225/40 595 RSR front and Achilles 123 235/40 rear tyres

BODYWORK:

Front bumper mouth cut out, Type R rear spoiler with centre post delete, DC2 front lip carbon-dipped, Origin Type II carbon-fibre bonnet, weathershields, roof wing and eyelids, Ganador carbon-fibre Super Mirrors, G-Corp carbon-fibre bootlid, RaR Embossed full custom factory metal wide-body with +30mm front and rear including Saturn Black bare metal respray with Millennium Jade interior, engine bay and boot respray, front and rear titanium tow hooks

INTERIOR:

Bride Gias carbon-fibre front seats, Origin carbon-fibre door skins, Momo carbon-fibre gearknob with leather gear boot, Sparco dished suede steering wheel, carbon-fibre stereo surround with custom carbon-fibre insert, Defi BF-series 60mm oil temp, oil pressure, water temp, boost and exhaust temp gauges, Zeitronix E88 analysis gauge and AFR gauge, Power FC colour hand controller, All Performance Garage CAMS-spec 15-point roll cage with removable side-intrusions and front strut supports and gussets



Classic Performance

Dyno Centre

**PROFESSIONALLY
TUNED AND
SERVICED AT**

**SOUTH
AUSTRALIA**

EFI CARBURETTOR LPG

RWD FWD AWD

Performance Upgrades

Street and Race Car

Dyno Tuning

Power Runs

Club Days



Factory ECU Remapping

Aftermarket ECU Mapping

Su, Solex,
Weber, Haltech,
Adaptronic,
Motec, Vi-Pec
E85 Tuning

Nistune,
Power FC,
Cobb Access Port
E85 Tuning

33 Chapman Rd
Hackham SA 5163

Ph: (08) 8384 2899

www.classicperformance.com.au

email: ashley@classicperformance.com.au

www.simmonswheels.com.au



SERIES - ALL NEW FOR 2015
The Genuine Simmons One Piece Wheel

FR1



FR1 1 PIECE Rim also available in 3 piece
001 SATIN BLACK CENTRE
SATIN BLACK LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1 1 PIECE Rim also available in 3 piece
002 WHITE CENTRE MIRROR LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1 1 PIECE Rim also available in 3 piece
003 SILVER CENTRE MIRROR LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1 1 PIECE Rim also available in 3 piece
004 GLOSS BLACK CENTRE MIRROR LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



FR1 1 PIECE Rim also available in 3 piece
005 GOLD CENTRE MIRROR LIP CHROME RIVETS
SIZE 17 - 24 INCH (1 PIECE AND 3 PIECE)



Scan for website



AVAILABLE AT LEADING WHEEL AND TYRE OUTLETS!

www.simmonswheels.com.au



info@simmonswheels.com.au

WILDFIRE

IT'S GETTING HOT IN
HERE THANKS TO A
350RWHP WAGON
WITH A DIFFERENCE

PHOTOGRAPHY BY ERIC TANG





Thirty-five-year-old Stuart Quinlan's 1976 1300 wagon may not be a spring chicken any more, but you'd hardly know it. Stuart says he chose the 1300 because "it isn't an RX-3; no, not really. I fell in love with a white one as a teenager." Many teenagers fell in love with Elle Macpherson too, but that doesn't mean she's sitting in our garage. Thankfully, Stuart's boyhood dream has come true in the very best of ways.

Stuart wanted the wagon to "go as good as it looked. It had to be a performer." He's had it now two-and-a-half years and says the best thing about it now is "when the 'gate opens up and the rears light up". He's owned everything from an Evo IX to a Golf R32, Renault Clio Sport, XR6 Turbo and Golf GTI, but the wagon is an entirely different beast.

The wagon originally ran with a 1300cc piston motor, but Stuart agrees "nothing sounds better than a rotor". This one was built by Wankel experts VIS Rotary with Johnny at Wired Auto Electrical taking the lead on the spaghetti.

The cost of it all? "More than my wife thinks," Stuart laughs. "The car started life as a pastel yellow wagon. One of the previous owners decided to start the modification process. He stripped the car, added the cage and then mini-tubbed it. The diff was installed. The car sat around for a while unfinished in primer."





**SHE MADE
AROUND 350HP
AT THE REARS ON
13PSI. THAT WAS
ENOUGH TO BREAK
WHEELSPIN IN
FIRST, SECOND
AND THIRD**



THE MONSTER PORT SCREAMED ABOVE 6500RPM, BUT YOU ARE DRAWING TOO MUCH ATTENTION BY THAT STAGE

The next owner now came along. He installed a 13B monster port, but he never got around to the interior, and this is when Stuart bought the car. "My original plan was just to do the trim and start enjoying it. I added the Velo seats and had the interior trimmed at X-Trim. They did a great job. Now I had a complete car but I wasn't happy with the way it drove. It would pig-root all over the place, so I took it to Troy at VIS to give it a look over. It turns out it had a 2.7 diff centre, which obviously wasn't well suited."

This was swapped out for a 5.1 ratio and it instantly drove like a different car. "I started to get the power bug. The monster port screamed above 6500rpm, but you are drawing too much attention by that stage, plus it was noisy and drawing the wrong kind of attention."

It was an easy decision to go turbo, Troy at VIS given the job. "One thing led to another and I quickly started to add more things to the shopping list. First was the Simmons. Being a rotary fan in the 1990s, there was no other choice. I decided to upgrade the front brakes to Wilwood. All lines were swapped for braided. The car had a complete rewire. With the finish line in sight I was starting to get picky."

"There was a sink back on the roof and a crack in the rear quarter paint, so I decided to respray the back three-quarters of the car and then flow coat the lot. This was looked after by Kresi at TSR Smash. Once finished, I really couldn't handle the flat race-spec dash. I saw the dash in GOD100 and knew that's what I needed in mine."

"I quickly sourced an R100 dash and the car was taken to X-Trim. I was stoked with the outcome. It changed the look of the interior. Now the show part was out of the way, it was time to start enjoying her. She made around 350hp at the rears on 13psi. That was enough to break wheelspin in first, second and third. The car also hooked up pretty well at the strip considering the Series V box, running a best of 11.85@114mph." Do we hear single digits calling?

Thanks: "Troy at VIS Rotary (4647 8763), plus Alex and Swifty, Grant and Luke at X-Trim (4648 2156), Kresi at TSR Smash (4681 0760), Sam at Tempe Tyres (8577 8577), John Foster at Wired Auto Electrical (0417 659 431), thanks to my wife for letting me do that I love!" ■





SPECS

ENGINE: 12A turbo rotary

PERFORMANCE: 350rwHP, 11.85@114mph

ENGINE HARDWARE: Extend mild port, cut-down 13B housings to cut 12A Power Seals, 3540 turbocharger, Mr Enforcer radiator and intercooler, 3in mandrel-bent exhaust system, Microtech LT-10 engine management system, Turbosmart eBoost boost controller

DRIVETRAIN: Series V five-speed, Ford 9in KDCR spool diff (4.56:1), Mark Williams axles

SUSPENSION/BRAKES: RX-2 shocks front, leaf-spring rear, Commodore front brakes, Wilwood callipers, drum brakes rear

WHEELS/TYRES: Simmons FR17 17in wheels

BODYWORK: Mazda 38P Silver, R100 grille

INTERIOR: Velo front seats, full leather re-trim, suede rooflining, R100 leather-trimmed dash, Auto Meter gauges, Momo steering wheel



THE CAR ALSO HOOKED UP PRETTY WELL AT THE STRIP CONSIDERING THE SERIES V BOX, RUNNING A BEST OF 11.85@114MPH





XYZ RACING!

HIGH PERFORMANCE COILOVERS

FREE SHIPPING
AUSTRALIA WIDE
IN STOCK FOR RAPID DISPATCH



Mazda R100/1200/1300



- Custom camber top
- Full travel adjustment
- Damping adjustment
- Other parts available

FRONT ONLY
\$995

Mazda RX3/808



- Custom camber/caster top
- Full travel adjustment
- Damping adjustment
- Other parts available

FRONT ONLY
\$995

Mazda RX2/Cappella



- Front and rear available
- Custom camber top
- Full travel adjustment
- Damping adjustment
- Other parts available

FULL SYSTEM
\$1895

Mazda RX4/RX7



- Front and rear available
- Damping adjustment
- Custom camber/caster top
- Full travel adjustment
- Other parts available

RX7 FULL SYSTEM
\$1895

Mazda range includes: RX7 FC/FD - RX8 - Mazda 2 - 3 - 6 - Familia - 323 - MX5 - Cosmo

**“GOT A
TOW CAR
OR 4WD?”**

**CALL US FOR YOUR 4WD
SUSPENSION SOLUTION!**

**JAP AND EURO COILOVER
AND BRAKE SYSTEMS**



ALL BRANDS SUPPLIED



Search: "Performance Suspension"

XYZ RACING HAS A FULL RANGE OF COILOVERS AND BRAKE FOR JAP, EURO AND AUSSIE VEHICLES!

**CALL NOW OR VISIT OUR
WEBSITE FOR SPECIAL OFFERS!**

14/239 Brisbane Rd
Labrador QLD

**PERFORMANCE
SUSPENSION**

Phone: 07 5529 2366

www.performancesuspension.com.au



WA SUSPENSION
PH: 08 9444 0500



Precision Roll Cages

agi-precision.com.au



"WANT TO TAKE YOUR VEHICLE TO THE NEXT LEVEL?"

NEW
TOYOTA 86
SUBARU BRZ



Nissan 180SX / Silvia S13, S14, S15
Kits from \$650



Nissan Skyline R31, R32, R33, R34, & R35
Kits from \$630



Mitsubishi Evo 4-6 & 7-9
Kits from \$650



**CAMS spec Bolt-in
4 point or 6 point
Roll cage kits available
to order now!**

- CAMS Cages
- DRIFT Cages
- ANDRA Cages
- Bolt-In Cages
- Weld-In Cages
- Vehicle Fabrication
- MIG or TIG Welding

Find us on
Facebook

Unit 15, 63 Norman Street, Peakhurst, NSW, 2210, Australia

Email: info@agi-group.com.au

Phone: (02) 9584 2002 www.agi-precision.com.au

www.facebook.com/AGIEngineering

SMALL

**IT'S ALWAYS THE LITTLE
ONE YOU HAVE TO
WATCH OUT FOR...**

PHOTOGRAPHY BY DANIEL SHARP



ARMS



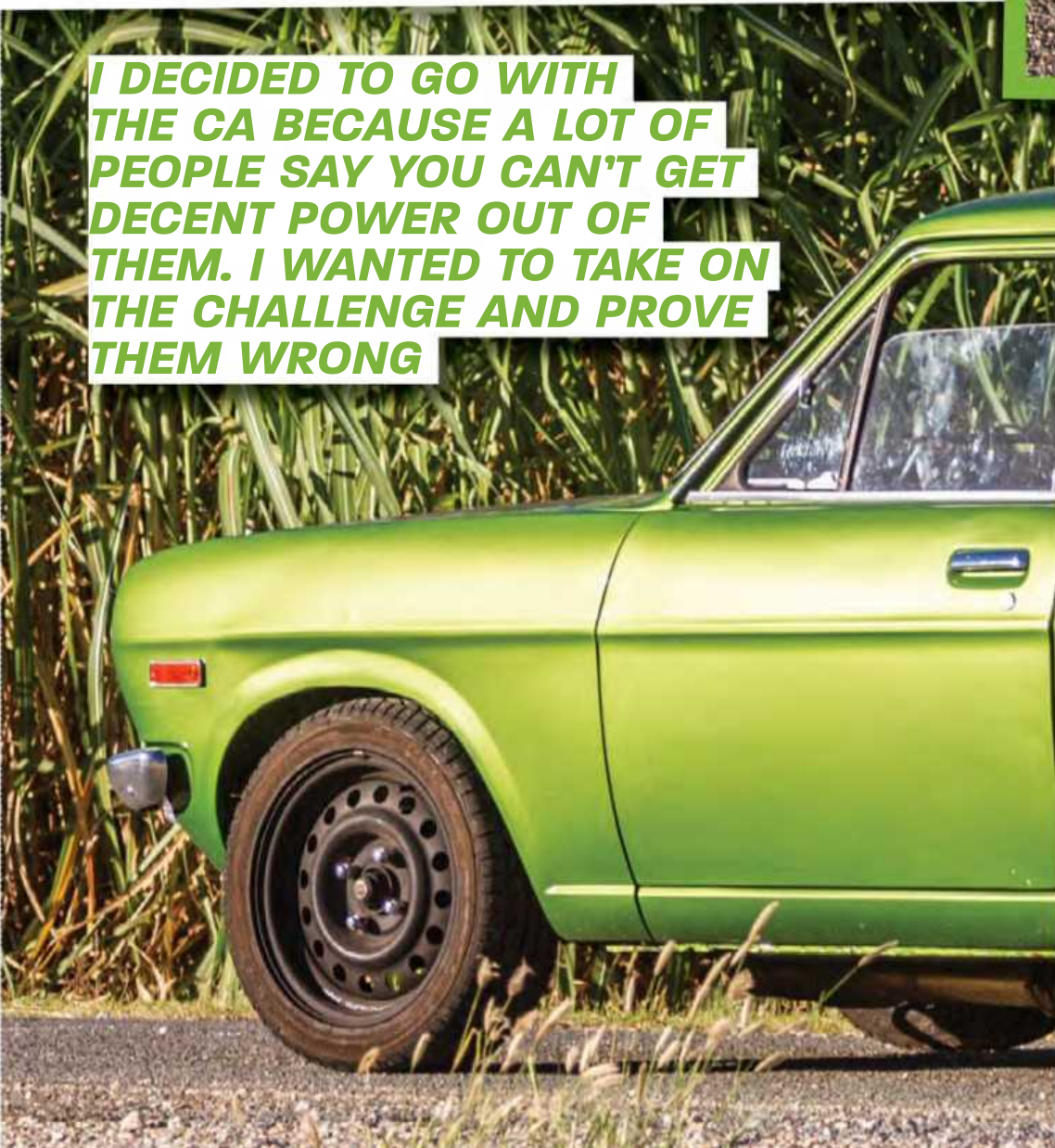
One of the first fours I ever remember was a Datto 1200 ute blasting down our local road. I was eight at the time and really did think it was a rocket ship. The speed by which it picked up pace was scary. I've never quite forgotten that first encounter with the humble 1200, and neither has the owner of this one.

Storeman Brendan Niven's (25) love grew a little later than most. He says, "My addiction started at the first time I went to Powercruise where I saw (before I knew anything about cars) a Datsun 1200 with 13BT. A couple of years later I found out it was a Mazda 1000 ute. I was just watching it on track leaving V8s and everything else it raced behind. After that day I knew what kind of car I wanted. So, when this ute came up for sale, I couldn't help myself. I just had to buy it.

"I've built/am still building the ute to be nice to drive on the street. I want it to turn heads, stand out wherever it goes and to turn up to the strip or Powercruise, run a good time and show people what a little Datto can do."



I DECIDED TO GO WITH THE CA BECAUSE A LOT OF PEOPLE SAY YOU CAN'T GET DECENT POWER OUT OF THEM. I WANTED TO TAKE ON THE CHALLENGE AND PROVE THEM WRONG





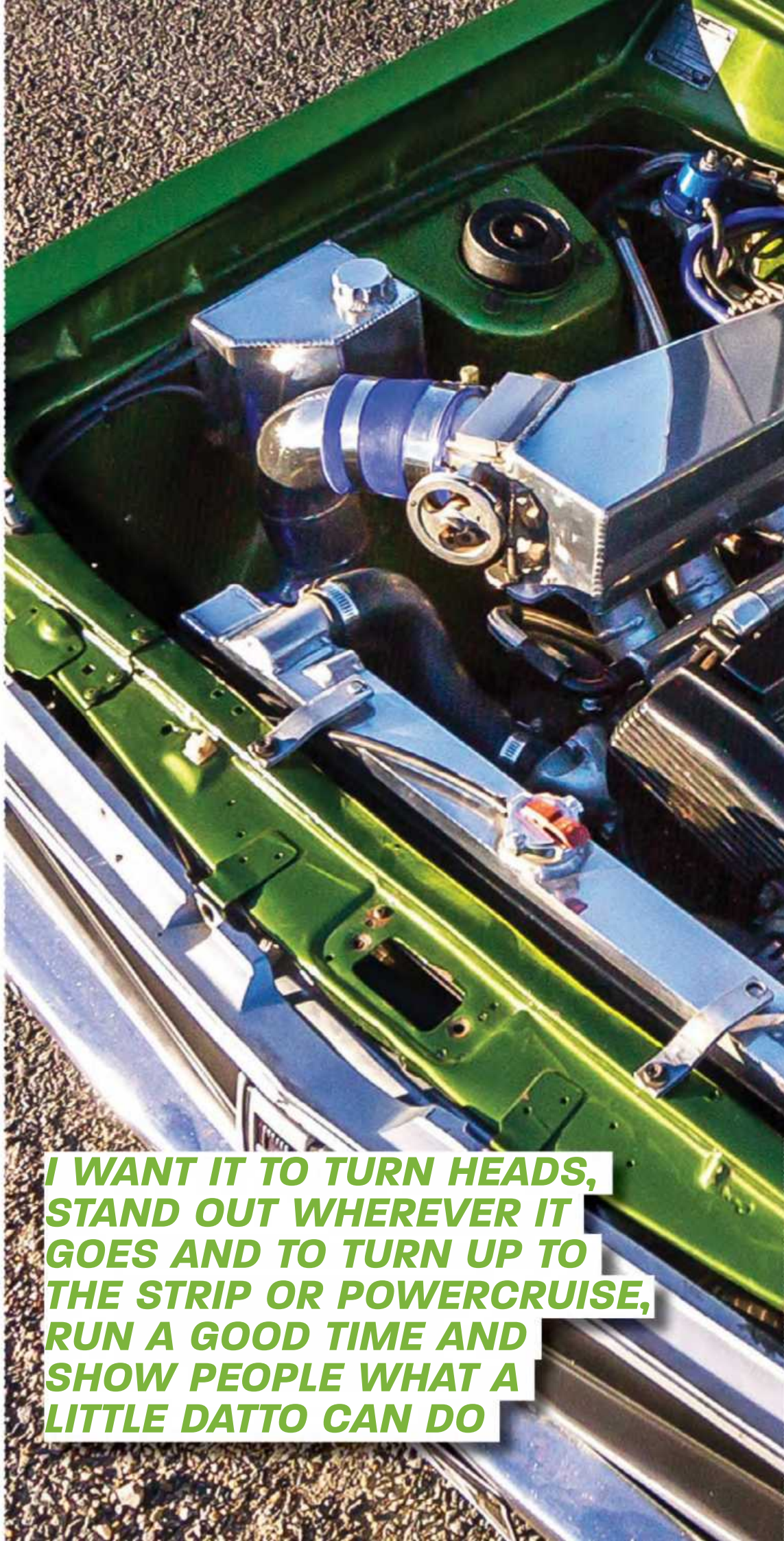
The Holden Hothouse Green has been a real respray fave, and for good reason given how much it stands out

So, what is so special about the 1980 1200? Brendan bought it in February of 2013 as a birthday present to himself. It ain't no Myer voucher, but it is the gift that keeps on giving... and taking. The build is ongoing, as Brendan is always looking to go faster and change things, but so far it has cost him around \$47,000.

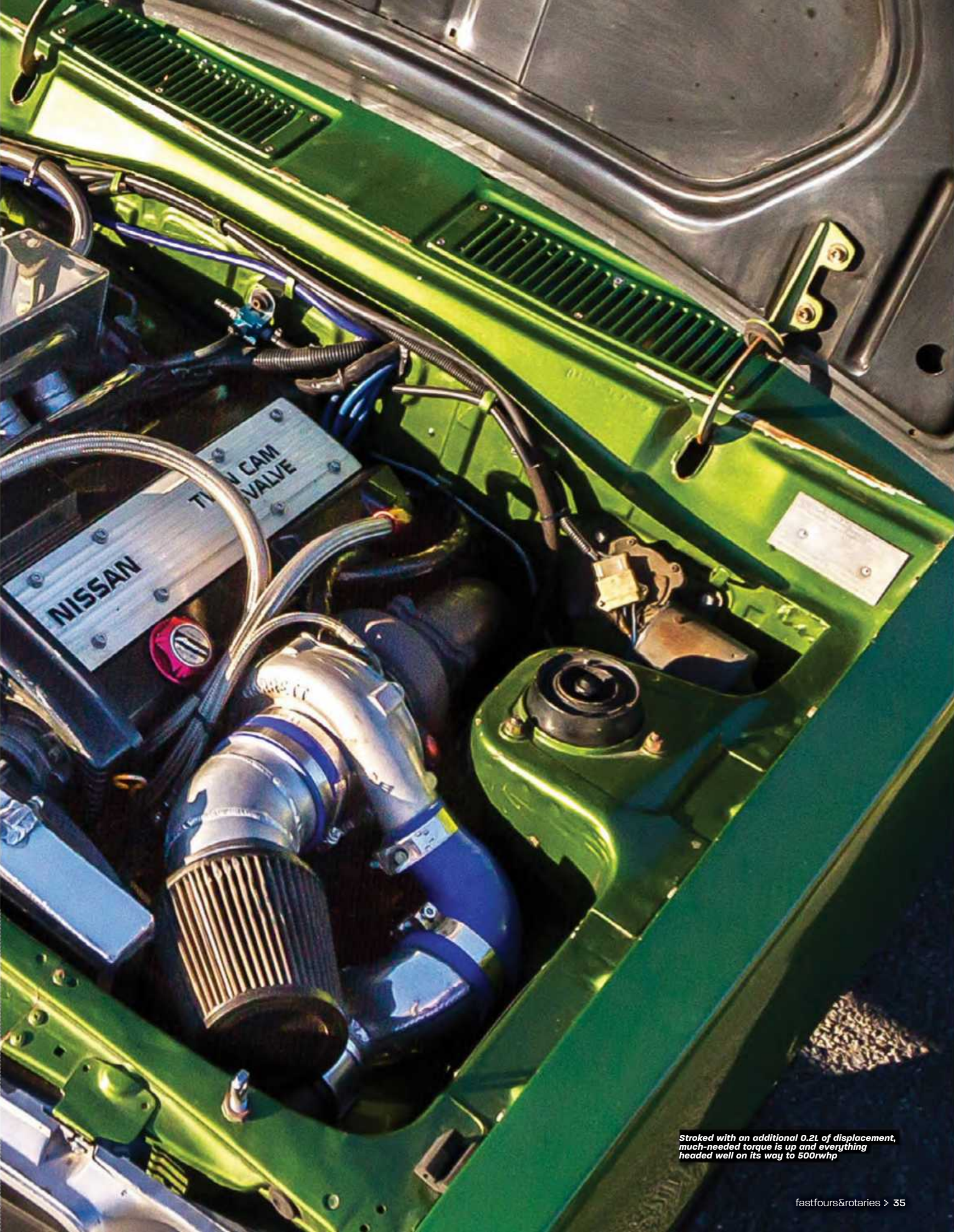
One curious choice is the Nissan CA18DET four. It goes against the usual rotary grain. "I decided to go with the CA because a lot of people say you can't get decent power out of them. I wanted to take on the challenge and prove them wrong." That he has, with Yatala Headworx putting the classic stroker CA together.

The engine features largely billet internals with sizeable turbs and fuelling system run via a Haltech for either PULP or E85. It's a modern take on the old Nissan classic and should make for a very reliable set-up down the road, ah, strip.

When we asked Brendan what his favourite part of the ute is, he replied, "I'd have to say the best thing about it would have to be the feeling it gives you when you put your foot down and hear the turbo spool. It just takes off."



**I WANT IT TO TURN HEADS,
STAND OUT WHEREVER IT
GOES AND TO TURN UP TO
THE STRIP OR POWERCRUISE,
RUN A GOOD TIME AND
SHOW PEOPLE WHAT A
LITTLE DATTO CAN DO**



Stroked with an additional 0.2L of displacement, much-needed torque is up and everything headed well on its way to 500whp

SPECS

ENGINE: 2L CA18DET four-cylinder turbo

PERFORMANCE: 465whp@26psi

ENGINE HARDWARE: Tomei 270deg camshafts and adjustable cam gears, 84mm CP custom pistons, Spool H-beam forged conrods and billet stroker crankshaft, custom intake plenum, twin Bosch 044 fuel pumps, Bosch 1700cc Indy Blue injectors, Garrett GTX 30/76 turbocharger, PWR 5x10in water-to-air barrel cooler and alloy radiator, full 3in custom stainless steel exhaust system, M&W igniter with LS coil packs, Haltech E8, Turbosmart eBoost Street boost controller, 57L anodized fuel cell, battery relocated to tray

DRIVETRAIN: CA18DET five-speed manual, NPC single-plate cushion-button clutch, B&M short shifter, R31 Skyline 28-spline Borg Warner 78 with mini-spool (3.2)

SUSPENSION/BRAKES: Maddat 22mm adjustable swaybar

front, S13 Silvia single-pot calipers and rotors front, R31 Skyline single-pot calipers and rotors rear

WHEELS/TYRES: 15x6in R31 Skyline steel wheels, 195/50 Federal SS 535 front and 205/50 Federal 595 RS-R rear tyres

BODYWORK: Hothouse Green respray, tailgate welded closed,

shaved with insert for numberplate, tray floor, tubs

INTERIOR: Re-trimmed standard 1200 seats with headrests removed, Eclipse AVN6000 head unit, Fusion 6in coaxials, Soundstream 4in two-ways, Clarion four-channel amplifier



The body was in good condition when the ute came into Brendan's hands. The previous owner had done all the bodywork, so there was little to worry about on that front, leaving more room for the more performance-orientated modifications. The tray is all new, as are the tubs, with a roll-cage to be built soon for the inevitable sub-double digit drop to come.

"In the near future it will be getting converted to auto and most likely will see a four-link rear end." Times are sure to drop following that, so be sure to get down to the strip and check it out. Well, check out another V8 getting a whoopin', that is...

Thanks: "A special thank you has to go to my family and girlfriend for supporting me during this time, the ute wouldn't be where it is today and in the future without the help of Anthony, Kyle, Micahel, Ben, Todd Ricky, Brent, Goran, Tim and Daniel, without your help and knowledge I'd still be stuck at square one." ■





**THE BEST THING
ABOUT IT WOULD
HAVE TO BE THE
FEELING IT GIVES
YOU WHEN YOU PUT
YOUR FOOT DOWN
AND HEAR THE
TURBO SPOOL. IT
JUST TAKES OFF**

INSTANT POWER

GREAT THROTTLE RESPONSE



SPECIAL

TOYOTA 86
SUBARU BRZ

\$4990

INTERCOOLED

SUPERCHARGE IT!

- Complete bolt on OEM style kit
- ECUTEK tune system recommended
- All States ADR complaint tune available
- Exhaust systems and race tunes POA
- E85 upgrades and FlexTune system POA
- JBT Brakes for ultimate stopping



BULLET
SUPERCHARGED

SPRINTEX
SUPERCHARGERS

JBT
BRAKE SYSTEM

www.bulletcars.com

TRADE ENQUIRIES WELCOME

PH: (07) 3382 0018



FACEBOOK BULLETCARS

HEAD LIGHTS



TAIL LIGHTS



<http://www.MarsPerformance.com.au>



It is...

MARS
PERFORMANCE

Australia's No.1 Performance Lighting & Plastic Bodykit Dealer!

FULL
BODYKIT OPTION



WHEELS
& TYERS



FRONT BUMPERS



REAR BUMPERS



GRILLS



SIDE FENDER / SKIRTS
& DOOR MOULDS



MIRRORS



REAR SPOILERS



CARBON PARTS



FOG LIGHTS



LIFE TIME
WARRANTY!



HID/KENON LAMP

HALOGEN LAMP

BONNET & TRUNKS



DRL LIGHTS



CORNER & TURN SIGNAL



BMW ANGEL EYES MARKER



MARS
PERFORMANCE PTY.LTD

Tel : 03 9543 7778
Fax: 03 9543 7779

Address: 480 Clayton Road, Clayton, VIC. 3169, Australia
Email: Sales@MarsPerformance.com.au

SITTING

**ALTHOUGH YOU'LL FIND LITTLE DAYLIGHT
BETWEEN WHEELS AND GUARDS,
HERE'S A WRX FULL OF LIFE**

PHOTOGRAPHY BY ERIC TANG



PRETTY



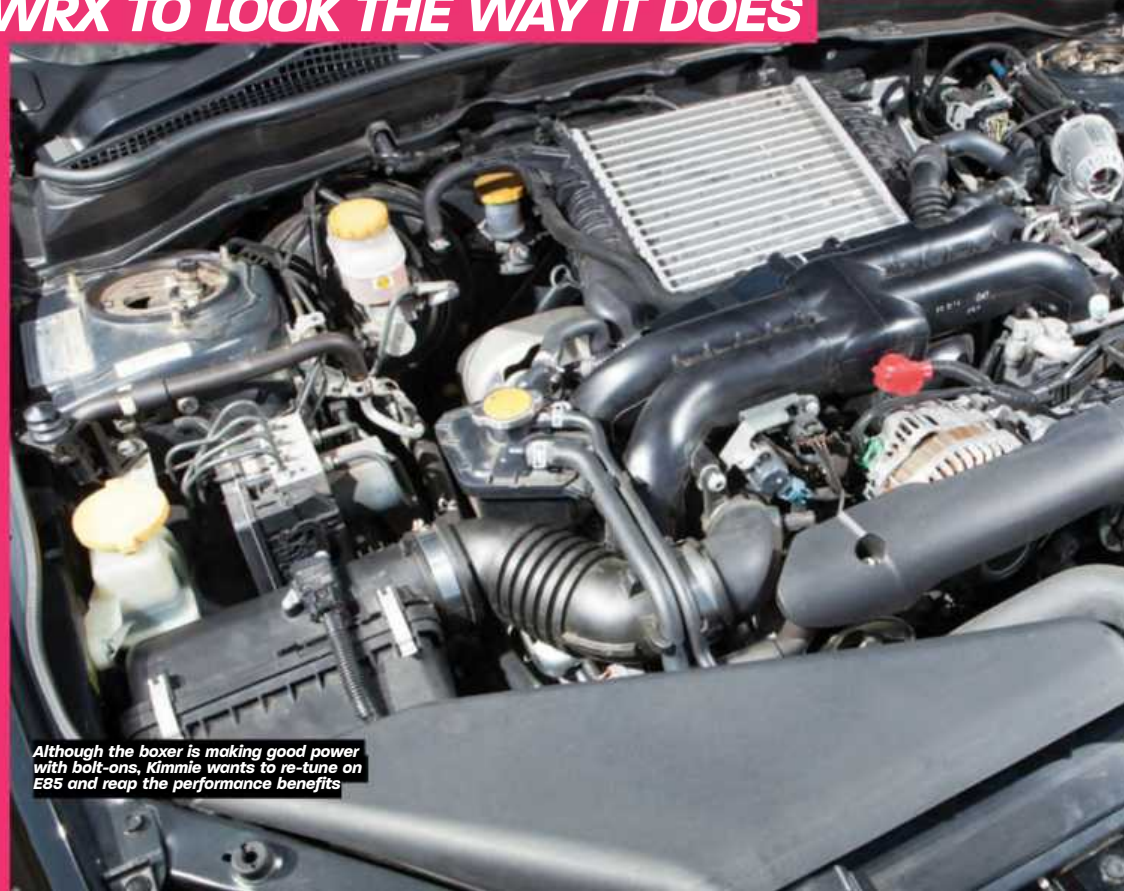


I SEE PEOPLE STARING, TAKING PHOTOS NEXT TO IT, FROM YOUNG KIDS TO OLDER ADULTS. BEST OF ALL, IT'S THE FIRST 2012 WRX TO LOOK THE WAY IT DOES

Not a great deal of people have dabbled with the later-model WRXs yet. They're still quite fresh. Some, however, just cannot help it, even when they come into a car promising not to modify anything. As we all know, however, those are just fighting words to make one go all out.

Twenty-eight-year-old Kimmie McG is a marketing coordinator and photographer. Her 2012 WRX says a lot about her, a doppelganger for her fun-loving, laid-back attitude. What you might be surprised to learn, however, is just what a die-hard performance fan Kimmie is. In fact, she's owned a 2000 WRX, 2005 ClubSpec, RX-8, RX-7 Series V, CRX, Mazda 808 and even an S15.

Says Kimmie, "I've always loved Subaru. I got this one brand new from the dealer in 2012 and wanted to do something I hadn't seen done before. At the time there were not many of these on the road, let alone a stanced one with hot pink wheels. Over time people start to copy your ideas, but it just gives me motivation to go bigger and better."



Although the boxer is making good power with bolt-ons, Kimmie wants to re-tune on E85 and reap the performance benefits



It's hard to believe this car was to live out a standard life. Famous last words, huh?



The interior mods have been kept minimal for now in the interest of stealth, but more is planned soon



**IT'S A NICE WAKE-UP CALL
FOR THOSE WHO THINK
THIS IS AN 'ALL SHOW, NO
GO' KIND OF GAL**



"At first I was only going for looks, but soon after I decided I needed more power for the street." The 2.5L boxer has thus come in for a slathering of bolt-ons pushing power towards the 220awkW marker. Tuned on the street, it's a nice wake-up call for those who think this is an 'all show, no go' kind of gal.

But Kimmie says the best thing about her car is "the way people admire it. I see people staring, taking photos next to it, from young kids to older adults. Best of all, it's the first 2012 WRX to look the way it does."

How's that? Hot is what. The wheels are a clear standout combined with the 3in-plus drop, but it's the overall aesthetics that count. The build wasn't easy at times, Kimmie saying she tried her best to make the car as quick as possible without the engine bay having too many obvious defectable parts, as it is still her daily. Thankfully, heat from the Blue has been but a simmer, but it always pays to err on the side of caution.







SPECS

ENGINE: 2.5L EJ four-cylinder boxer turbo

PERFORMANCE: 220kW ATW

ENGINE HARDWARE: Upgraded K&N filter/boxed, Invidia 3in turbo-back exhaust system with Hurricane cats, OEM IHI VF48 STI turbo (12-22psi), Turbosmart eBoost Street and 38mm Compact-Gate wastegate, Invidia spaghetti manifold, HKS SSQ blow-off valve, Walbro in-tank 255L/h

fuel pump, Deatschwerks 850cc injectors, flash tune

DRIVETRAIN: Exedy Heavy Duty clutch, lightened flywheel

BRAKES/SUSPENSION: Standard brakes, Tein Street coil-overs lowered 3in

WHEELS/TYRES: 18in XXR 521 wheels

BODYWORK: STI front lip Spec R, Hella horns, ClubSpec boot/spoiler, vortex generators, tinted taillights

INTERIOR: Suede roof, two 12in JL Audio subwoofers (1000RMS), two JL Audio Competition Series amplifiers





**WHEN I
GOT THE CAR
I PROMISED
MY PARENTS
I WOULDN'T
MODIFY IT. IT
WAS GOING TO
BE MY FIRST
STANDARD CAR**

"When I got the car I promised my parents I wouldn't modify it. It was going to be my first standard car. Then I decided I wanted to do it pretty stealth—black car, black tints, black rims. I think I can safely say the car is now far from stealth now considering the wheels are so pink they could practically glow in the dark."

As for what's next, Kimmie says, "Once I get myself a new daily car, this will become a weekend car and I can go a bit more crazy on it. I definitely want more power and an E85 conversion. They are

on the top of my list for things to do. I'll let you know once I stop spending on it," she smiles. Look out for Kimmie and her crazy creation on the road then. It's just a smidge hard to miss.

Thanks: "My mum for being supportive and understanding, my father who came with me to buy the car and who sadly passed away later that year, my brother Chris and sister Alyce for supporting my passion with cars, Pete from CDOOSE Kustom Airbrushing, Rocky from Mandows Power Coating Prestons for keeping my wheels so pink!" ■



Castlemaine **ROD SHOP**

HQ - WB POWER STEERING BOLT ON KIT

Complete bolt on item and requires no chassis modification, and doesn't require modified or custom-made extractors. The kit is fully engineered and comes with detailed fitting instructions.



LS CONVERSION KITS

Kits Available for:

- VB-VS COMMODORE
- HQ-WB HOLDEN
- TORANA
- EARLY HOLDEN'S
- HOLDEN RODEO
- NISSAN PATROL



VT-VZ COMMODORE HUB ADAPTORS



AUSTRALIAN MADE.
Can be adapted to
All Early Holdens,
Toranas and
Commodores.

\$295
FOR THE PAIR

AUSTRALIAN MADE DOOR SKINS



Charger
2 Door Torana
4 Door Torana
HQ Monaro
HQ Sedan
HK Monaro
XP Falcon

WILWOOD DISC BRAKE KITS

Large range
available for
all makes and
models



HOLDEN DROP SPINDLES



We currently have drop stub axles to suit Holden models HD-HR-HK-HT-HG-HQ-HJ-HX & WB. Torana LC-LJ-LH-LX & UC, various brake options are available with our Holden range



COMPLETE 9 DIFF'S

FOR VARIOUS MAKES AND MODELS

Complete ready to bolt in with wilwood brakes for a various makes and models



BELLHOUSINGS

OVER 500 BELLHOUSINGS FOR ALL YOUR GEARBOX CONVERSIONS



\$250

WHY PAY
MORE



HP ENGINE MOUNTS

HIGH PERFORMANCE
ENGINE MOUNTS TO SUIT
A WIDE RANGE OF ENGINE
CONVERSIONS
LIFE-TIME WARRANTY

rodshop.com.au

t: 03 5472 2853 e: sales@rodshop.com.au

Feel the Earth move.



Your machine has always had the looks to turn heads, but does it have the power to back it up?

Designed in Japan and renowned the world over for their high ignitability, NGK Precious Metal Spark Plugs will outperform all others. NGK have developed their precious metal spark plug range using proven manufacturing techniques and cutting edge design.

To increase power, optimise fuel economy and reduced emissions, choose NGK Precious Metal Spark Plugs.

To find out more visit www.ngk.com.au



Fast Fours ***& Rotaries***

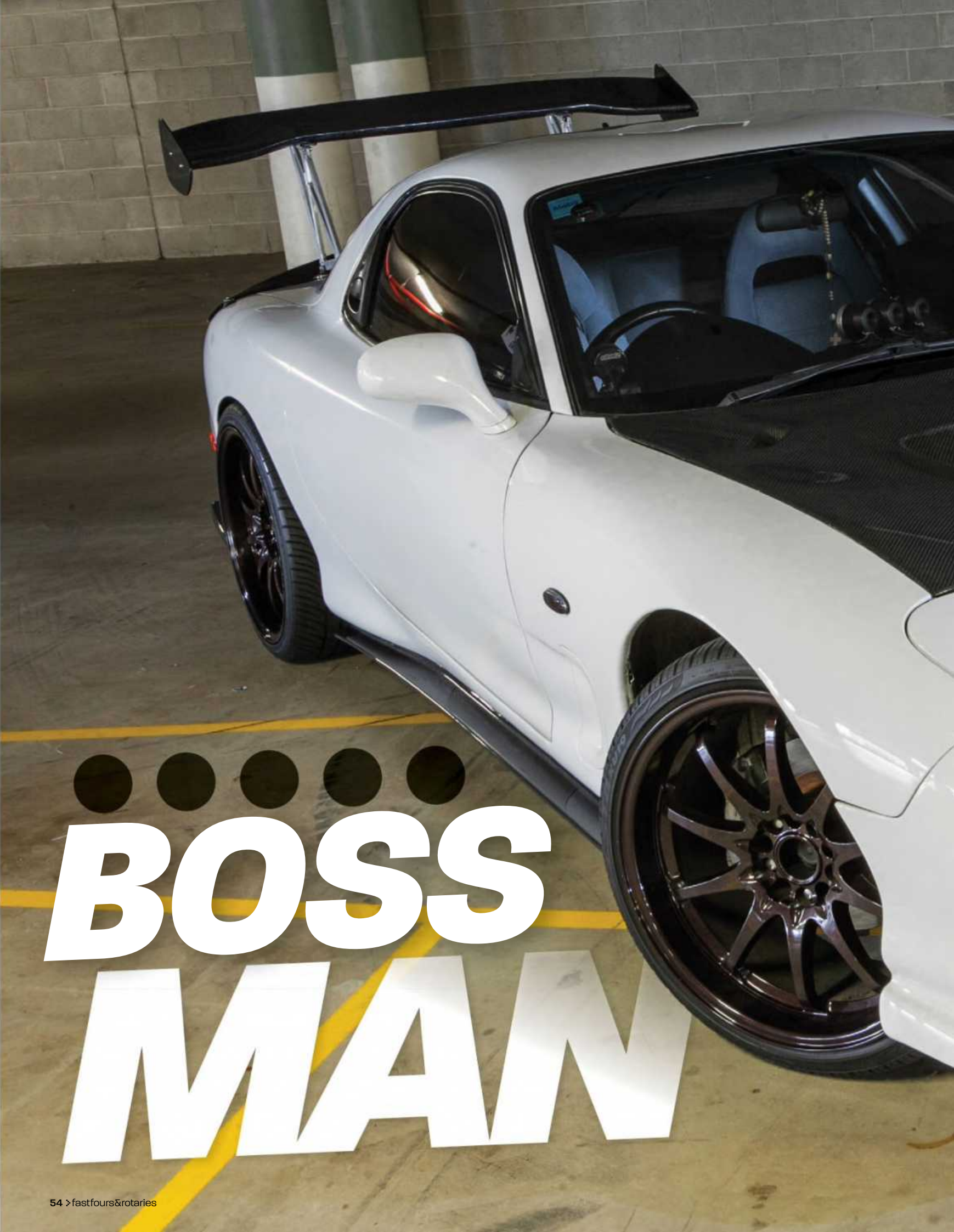




FastFours **& Rotaries**





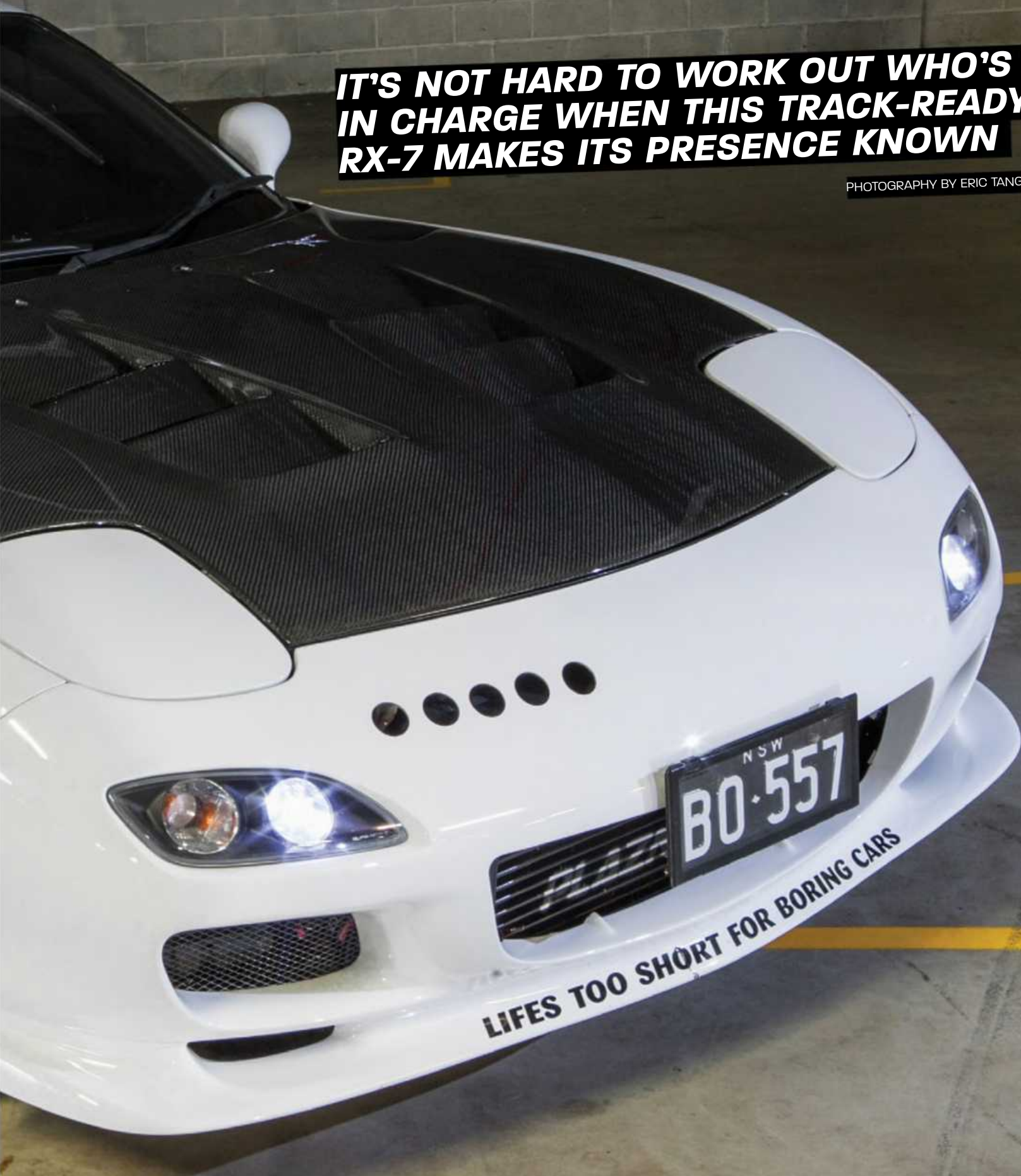


● ● ● ● ●

BOSS MAN

**IT'S NOT HARD TO WORK OUT WHO'S
IN CHARGE WHEN THIS TRACK-READY
RX-7 MAKES ITS PRESENCE KNOWN**

PHOTOGRAPHY BY ERIC TANG





Inside you'll only find vital-measuring devices for now. As most FD owners will know, there's not a lot of room for much else!



If you want a car to tear up the track, an FD RX-7 should definitely be on your radar. Not only does the 13B love a squirt, but the Mazda is one of the best balanced cars to emerge from Japan in, well, forever.

Owner of this masterpiece twenty-four-year-old Colin Saliba is a Sydney local and plumber by trade. When he's not busy with his electric eel, he's dreaming up what to throw onto his 2002 Mazda FD RX-7 next... and it's a long list.

"I've always loved the timeless shape of the FD and the sound of a rotor," he told us. "This started as a cruiser, but is now transforming into a car for the track." The build's taken around two years so far with no end in sight. The best thing about it? "The sound," says Colin. His former Holden Rodeo and Beemer 318s simply cannot compare to the high-RPM slugging the 13B throws out.

"I bought the car with a promise to keep in stock until I was introduced to (now good mates) a bunch of boys all with FD3Ss. Since then we have always been encouraging each other to push further. The best moment so far was having a C63 AMG come up beside me laughing, wanting to race. After losing, he put his window up and didn't want to pull up next to me."





THE BUILD IS NOT COMPLETE. I'M IN THE PROCESS OF GOING WIDE-BODY





**THE BEST MOMENT SO FAR WAS HAVING A C63
AMG COME UP BESIDE ME WANTING TO RACE.
AFTER LOSING, HE PUT HIS WINDOW UP AND
DIDN'T WANT TO PULL UP NEXT TO ME**



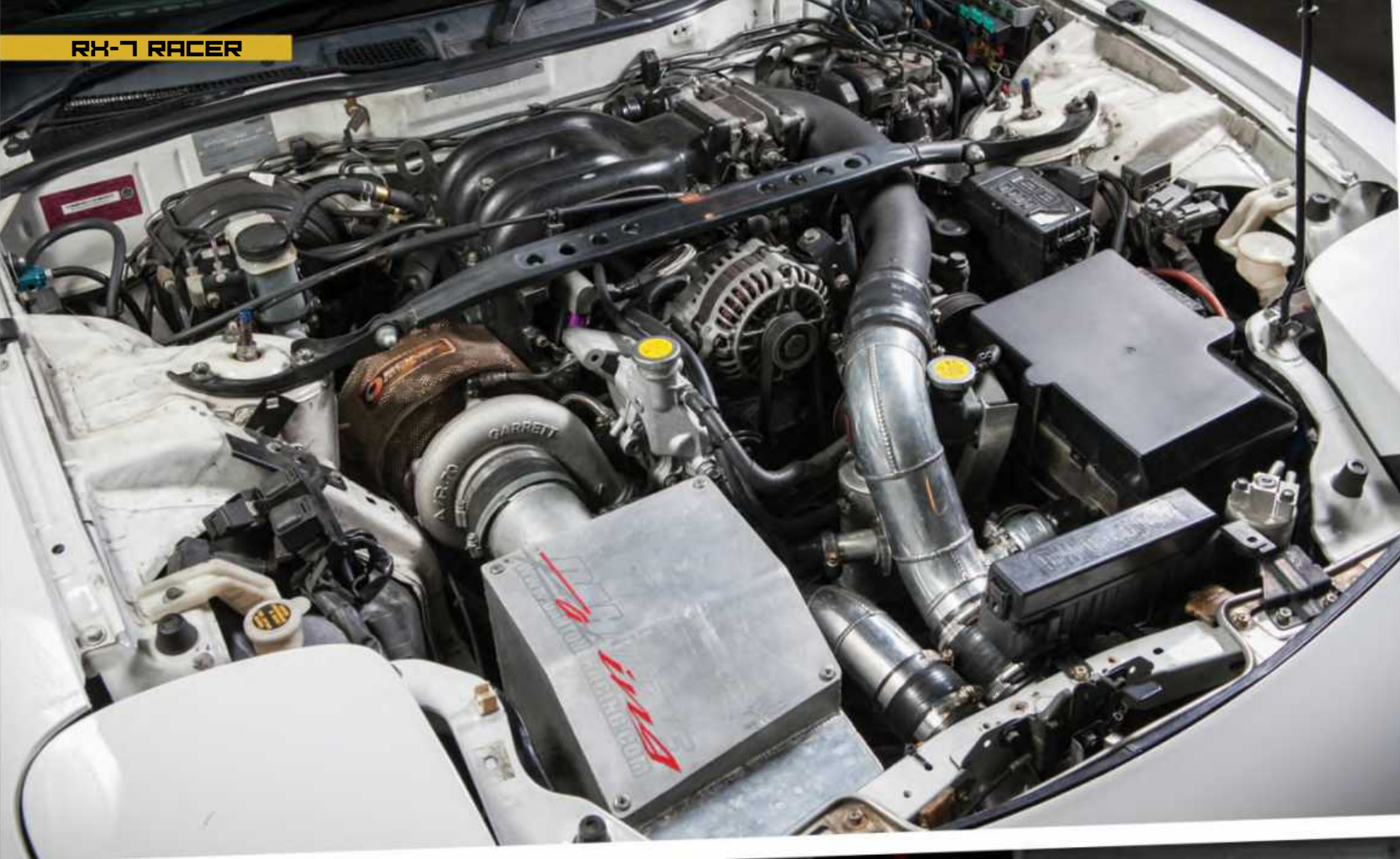
The RX-7 was completely standard when Colin grabbed it. Brother Chris at C&A Smash has since spent many a wee hour on the body to bring it up to current levels. It's a JDM fest on the outer, the two standouts the soaring GT wing and that six-piece RE pro diffuser kit that's a little more complex than your usual Sydney slap jobs.

The rotor maestros at Rotortorque sorted just that, pushing around 400rwhp from the humble 13B with a relatively simple string of mods. That includes Psycho seals and bridge-porting. Fuelling has been brought up to match with injectors and Walbro's—all good for E85 when time allows. But the main contributor to the power output, and the sound, is the T04Z—still one of the best turbos out there for the 13B. Rotors just seem to love it, as do passengers...



The car is ready for E85, which should see power jump to around 500rwhp





There's a heap of JDM gear already in place on the exterior, but a black Origin wide-body is planned



SPECS

ENGINE: 13B rotary turbo

PERFORMANCE: 400rwhp

ENGINE HARDWARE:

Bridge-ported, Psycho seals, twin Walbro fuel pumps, 1350 Dynamics injectors, T04Z turbocharger, Plazmaman intercooler, 3in SMB custom exhaust system, HET 715 x4 XF ignitor, Turbosmart eBoost II electronic boost controller, Microtech engine management system

DRIVETRAIN: Manual, Exedy brass-button clutch

BRAKES/SUSPENSION: X-Motion coil-overs, standard brakes

WHEELS/TYRES: 19x9.5in +18 front and +12 rear Work CE28N wheels, various tyres

BODYWORK: Custom white, RE-Amemiya carbon bonnet, RE FEED side skirts, RE-Amemiya six-piece pro diffuser, GT wing with custom brackets, custom front Series VIII bar with custom holes

INTERIOR: Defi water, boost and oil gauges with controller, Pioneer 7in head unit, Boss Audio front and rear speakers

Even on the street the FD now cuts a very fine figure. The skirts, bonnet and mods all contribute if you can pull your eyes away from that wing. The CE28Ns are also a perfect choice, perhaps the only choice for an FD looking to hit the track in true JDM style. We can't think of a circular better.

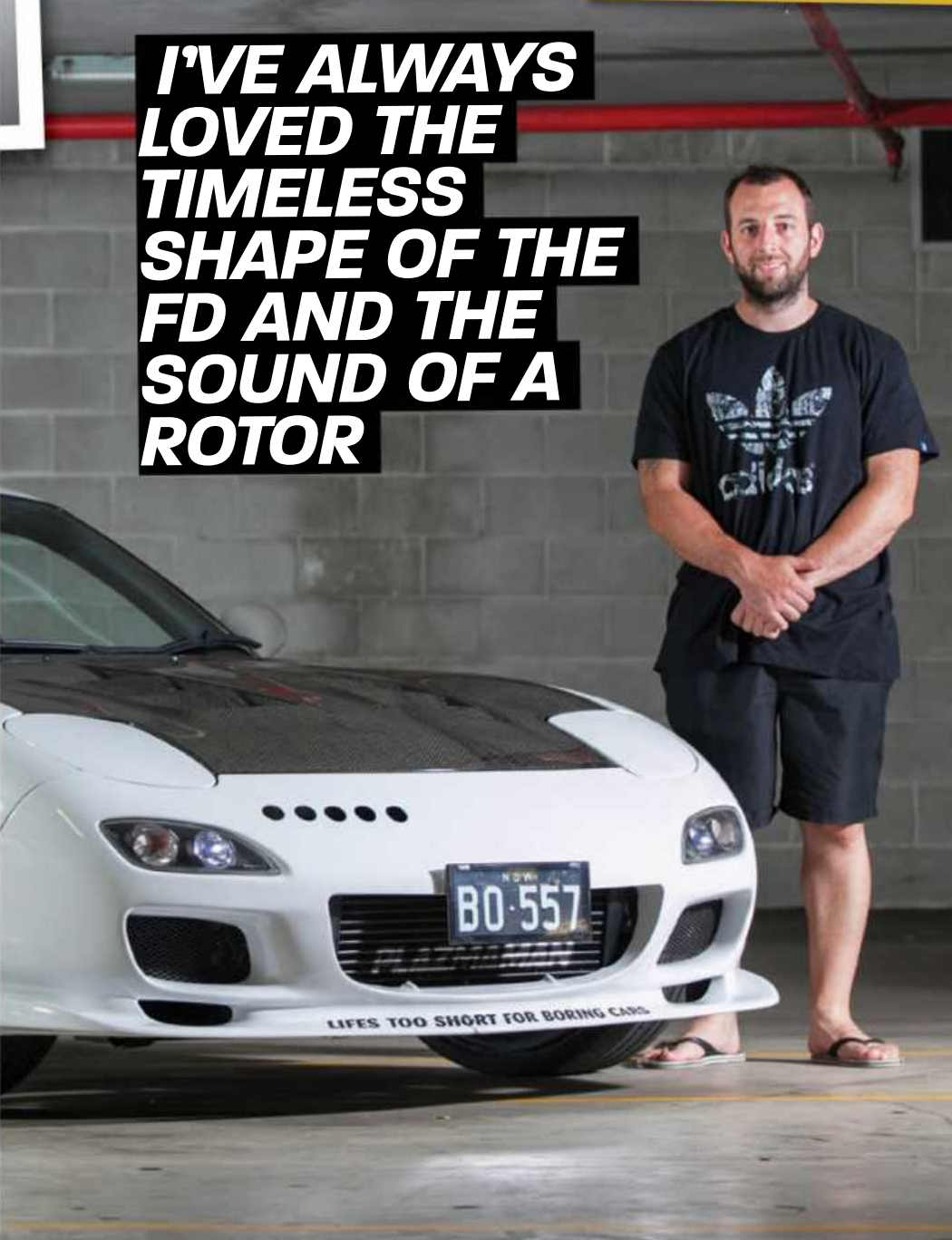
Coil-overs were essential, as was a stack of Defis inside to make sure everything is on point, but more changes are planned, including a much-needed brake upgrade and perhaps some sport seats to take the pressure off those kidneys mid-corner.

Looking on, Colin says, "The build is not complete. I'm in the process of going wide-body." He's got a black Origin kit in mind, perhaps to blend in with the blackstuff the RX-7 will no doubt be seeing when it hits Eastern Creek soon enough.

Thanks: "Big thanks to Chris Saliba (0405 351 070) for all the paint and bodywork, Anthony Dahtone (0400 085 000) for all the custom fabrication and work done under the bonnet, Tony at Rotortorque for the motor build, Insight Motorsport for the tune." ■



**I'VE ALWAYS
LOVED THE
TIMELESS
SHAPE OF THE
FD AND THE
SOUND OF A
ROTOR**





Apple CarPlay

iLX-007E



iLX-007E 7" In-Dash Receiver with Apple CarPlay



Apple CarPlay gives you an incredibly intuitive way to make calls, use Maps, listen to music, and access messages with just a word or a touch. When you connect your compatible iPhone to the iLX-007E, you can control Apple CarPlay from the 7-inch touch screen or activate Siri to minimise distractions. You'll like the clean, flat design and slim depth for easy installation. You can also use the versatile Alpine Tunelt app. iLX-007E, iPhone and Apple CarPlay — a brilliant combination.

ALPINE
Driving Mobile Media Innovation

Your One Stop EFI Conversion Shop



Replacement throttle bodies to suit 4 barrel, IDA, IDF and DCOE carburettor applications. Custom throttle bodies made to order.



Injectors from 120cc to 1500cc/ per mn Bosch, Delphi, Rochester, Nippon Denso & SARD-Side Feed, 14mm & 11mm Oring Types.



Large range of air boxes and air filters available.



Surge Tanks. Aluminium, Steel and Stainless Steel. Custom made and made to order.



Huge range of linkage hardware.

Lift pumps & EFI Pumps from 120 litres/hr to 750 litres/hr (2000HP). Walbro, Bosch, Carter Facet & Nippon Denso.



Huge range of Plumbing and Fabrication Hardware to assist any level of performance installation.



Regulators & Adaptors, SX, SARD, Malpassi, Bosch & Magna Fuel.



7 Monomeeth Drive, Mitcham Victoria Australia 3132

Tel: 03 9873 5400 • Fax: 03 9873 5955

Email: Info@efihardware.com

NEW WEBSITE www.efihardware.com



DAT NATS

PHOTOGRAPHY BY DAVE REID



If you are a Datsun fan, this is the place you need to be. There was something for everyone to check out if you have a love for all things Datsun. Old-school cool was the order of the day, and it was dished up by the truckload.

Insanely tough Dattos and more were parked up for eager fans to drool over. Originals, coupes, SR-swapped and all sorts made the trek out of the garage and onto the racetrack. Fat rides aplenty filled the pits and then went out to rip up the track in style. It

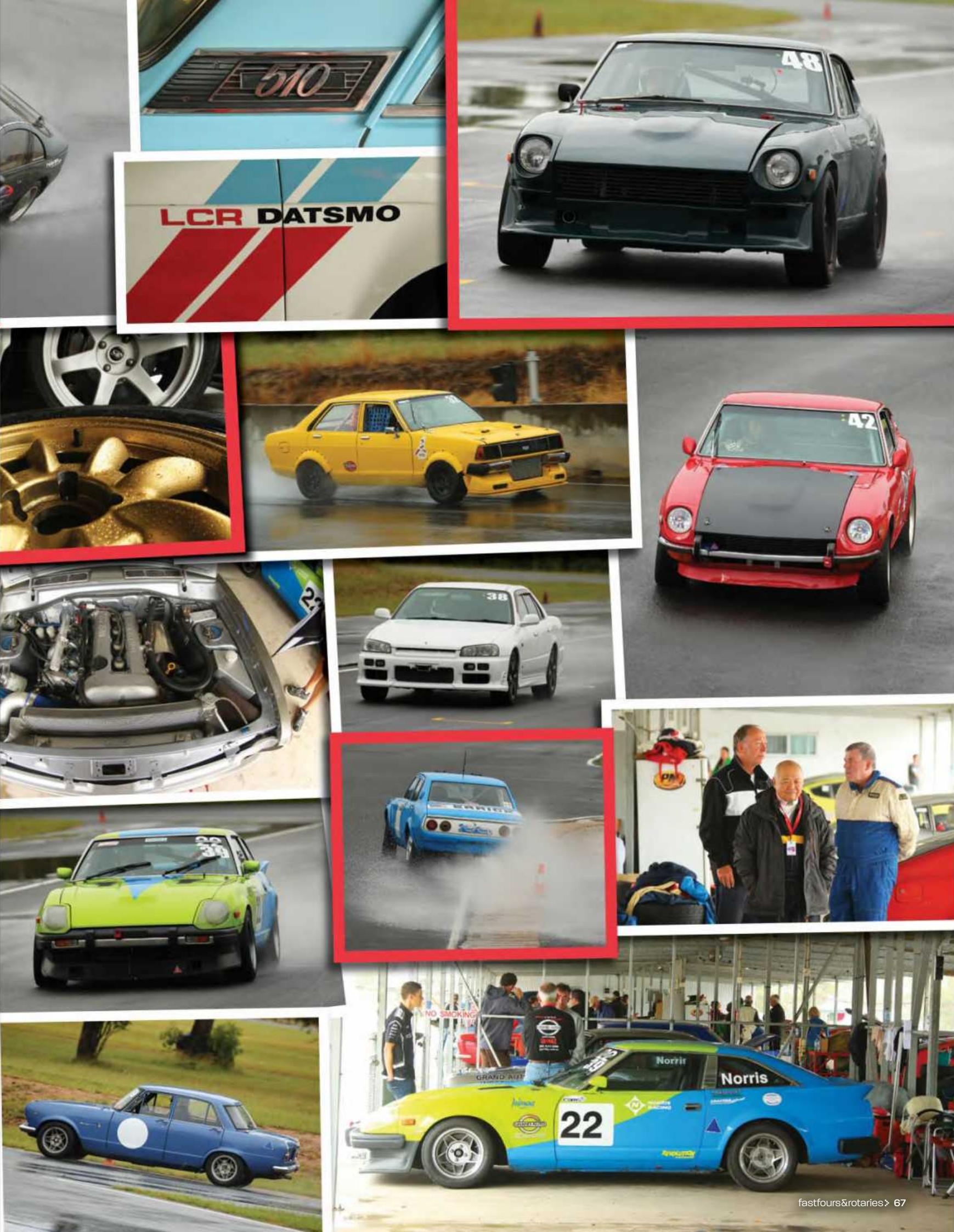
was awesome to see so much old-school metal getting out there having a bit of fun. Driven not hidden!

Zed fans could rejoice as plenty of these elusive creatures came out of the woodwork to shine too. Some really nice examples were out! The moist weather didn't dampen the enthusiasm of these enthusiasts, with plenty of people undeterred and getting into the spirit of the occasion.

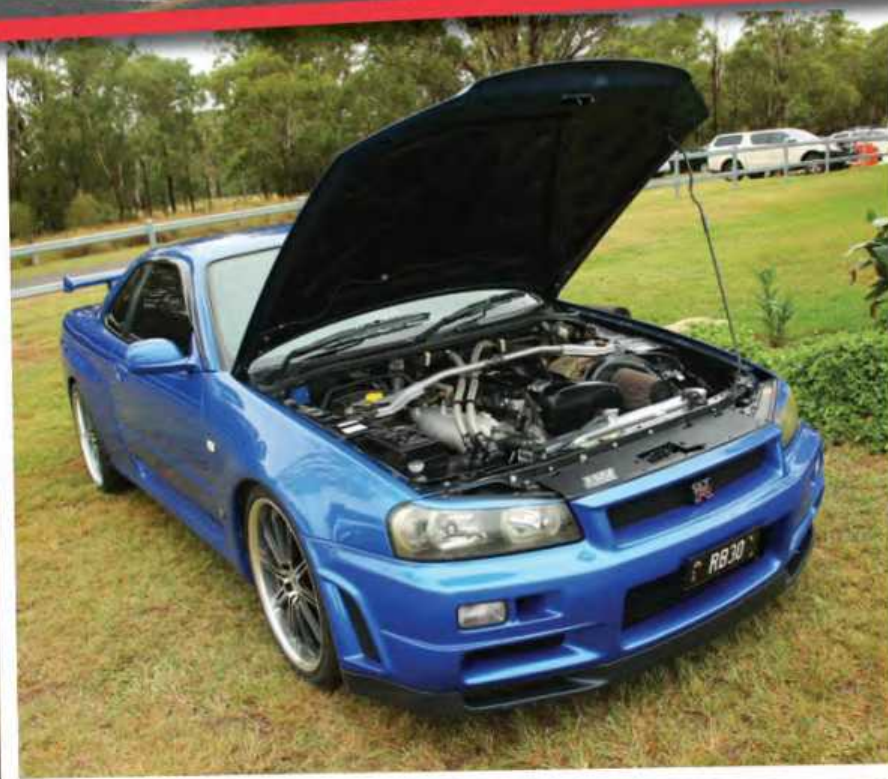
Enjoy this collection of Datsun snaps from the day, and make sure you check out the next Dat Nats! ■













IF YOU ARE A DATSUN FAN, THIS IS THE PLACE YOU NEED TO BE. INSANELY TOUGH DATTOS AND MORE PARKED UP FOR EAGER FANS TO DROOL OVER. MAKE SURE YOU CHECK OUT THE NEXT DAT NATS!







ジャパニーズ インポートスペアース



kazama
www.kazamaauto.co.jp

WWW.JAPANESEIMPORTSPARES.COM.AU

2 Sleaford Road Windsor Gardens SA, 5087 | Ph 08 8266 0212 | Fax 08 8266 0242



DOUBLE TOUGH

NOT ONE, BUT TWO OF
SYDNEY'S TOUGHEST
SKYLINES MEET TO SET
YOUR EYES ON FIRE

PHOTOGRAPHY BY ERIC TANG







Our studio here in Sydney has seen some great cars over the years, but nothing pleases me more than to see it filled with Nissan's best. So it was that this R33 and R34 met to bring you, our readers, the finest of what the Sydney Skyline scene has to offer.



**FROM HERE THE PLAN IS
TO UPGRADE THE FUEL
LINES AND HOPEFULLY
CRACK 600AWKW**



JAYSON'S R33

Jayson D'Alessandro (25) has long been a GT-R fan, but while most veer towards the R32 or R33, he's always found himself with a bit of a fetish for the boat-like of the bunch.

Jayson's previous cars are a bit of a max – Lancer, Lexus, HiLux, SS ute – but he's always dreamed of something like this. Speaking on the R33 in particular, he says, "I've always loved GT-Rs, but there's just something about my boat."

Yes, the R33 may have something of a reputation as the ugly duckling of the GT-R family, but plenty think otherwise. It certainly isn't lacking in the performance stakes, with Jayson's aim here to build a 10sec street car. His 1997 R33 GT-R V-Spec in Sonic Silver now puts out a solid 393awkW, sounds insane and looks the part. It's everything you could want in a GT-R and more.

Says Jayson, "After spinning a bearing on the original motor and having dramas with the next one, I was almost ready to throw in the towel until I came across this motor built by Micks Motorsports. It was a fully built RB26/30, which was going to be perfect for my next set-up considering I had just purchased an HKS T51R turbo.

"The first thing was to have the motor stripped down to fit a Platinum Racing girdle to fit the GT-R sump.

Once assembled again from Micks, the car was then sent to Anthony from Dahtone Racing to fit the motor and get all the fabricating work done. We ran into a few hiccups trying to fit the RB30, but nothing that Anth couldn't sort. After being off the road for two years it was the best feeling finally having it kick over before it was sent to Micks for a tune."

Jayson's favourite part of the car? "The sound of the T51R opening up, and the looks, of course. The smile it puts on my face every time I drive it is the most rewarding part for me. Seeing the attention it gets on the streets and social media is a bonus."

From here the plan is to upgrade the fuel lines and hopefully crack 600kW. Jayson will also be putting on R34 GT-R side skirts to complete its look. As it stands it already owes him around \$110,000, so said coming mods aren't likely to put our man into the red.

"If you have a dream car, never give up," Jayson tells us. "This car took me five years to get it to this stage and I'm still going. I have a dream and I won't stop until I fulfil it."

Thanks: Mick from Micks Motorsports (9796 0172), Anthony from Dahtone Racing (0400 085 000), Matty from Hotwire (0411 897 430), Import Monster for the wheels, my wife Malisa for her support and patience, my parents for their help and support, Brodie Kelly for the hook-ups, Basa from 2SUS."



**BOTH ARE QUICKER THAN MORE
OR LESS ANYTHING ON THE ROAD
BAR TOP-TIER SPORT BIKES**





BRODIE'S R34

You may recall Brodie Kelly's (24) R34 from a previous PI cover, but we couldn't resist bringing it back for another shoot. Although Brodie's former cars are heavy in the big H (Honda EG sedan, Integrwva VTi-R, Civic VTi-R supercharged), he tells us, "I have always been a fan of all GT-Rs, but the R34 has always been my favourite. I just wanted to build a nice, quick, clean street car for Powercruise, Powerplay and occasionally Sydney Dragway."

Brodie's story starts out like many: "After I melted a piston, driving it like a GT-R should be driven, I thought it was the perfect time to go all out and build a Nitto

2.7L stroker. The very next day myself and Anthony from Dahtone Racing ripped in and stripped the motor down. Then began the fun of ordering parts. There was a turbo from the US, stroker kit from Nitto Performance Engineering and a cylinder head built to suit the power I was chasing. Work started on the fuel system. Piece by piece it slowly started to come together. After a lot of hours and hard work, it was awesome to hear it turn over for the first time before being sent to Micks Motorsport for a tune."

As it stands thanks to a few new mods, the R34 is pumping over 550awkW. We asked the two boys which car is faster, but they both played shy. Each has its own strengths, and both are quicker than more or less

anything on the road bar top-tier sport bikes. "It's the complete package," says Brodie.

Brodie's keen to make sure this always remains a street car, looking at even more power. Like Jayson, Brodie has also spent around \$110,000 putting this together. It's a solid investment, but seeing these cars on the street you'd have to think it was worth it for the sheer pleasure they produce. The question is, which would you prefer?

Thanks: "Anthony from Dahtone Racing, Mick from Micks Motorsport, Andrew from Nitto, Chris Caramello, Adrian Chand, Ajay Chand, Novak at Empire Aero, Arthur (2 Way Towing), Brian El Hassan, David Matkovic, Sam at A1 Smash and my mum Fiona." ■



**AS IT STANDS
THANKS TO A FEW
NEW MODS, THE R34
IS PUMPING OVER
550AWKW**



STREET R33 AND R34



SPECS - R34

ENGINE: 554awkW/741awhp

PERFORMANCE: 418awkW

ENGINE HARDWARE: Nitto 2.7L crankshaft, I-beam conrods, rings and 87mm forged pistons, Kelford 270deg/10.5mm lift camshafts, massive port work, polished ports, Tomei valvesprings, stainless steel 1mm oversized valves, Precision 6766 turbocharger (33psi), Turbosmart 45mm Hypergate wastegate, steampipe custom manifold, K&N air filter, Plazmaman tube-and-fin front-mount 100mm-thick intercooler, JJR hard pipe kit, Aeroflow surge tank, twin Bosch 044 fuel pumps, Walbro 400L/h lift pump, Aeroflow braided, Teflon fuel lines, ID 2000 fuel injectors, Haltech Pro plug-in ECU with Eflex sensor, 4bar MAP sensor and wide-band sensor, steampipe exhaust manifold, stainless steel exhaust system with Kakimoto exhaust system

DRIVETRAIN: Getrag gearbox, NPC billet twin-plate clutch and flywheel

BRAKES/SUSPENSION: Factory Brembos, Project Mu brake pads, V-Spec II braided brake lines, Project Mu rotors front and rear, BC Gold adjustable coil-overs

WHEELS/TYRES: 20x10.5in +12 NOX wheels, Falken tyres

INTERIOR: Clarion DVD player, Option Audio speakers



VITALS - R33

ENGINE: RB26/30 six-cylinder turbo

PERFORMANCE: 393awkW/526hp@7800rpm

ENGINE HARDWARE: Standard RB30 block, Nitto conrods, JE pistons, ACL rings, billet 270deg/10.5mm camshafts, mild port cylinder head, Supertech valvesprings, HKS T51R turbocharger (14psi), 60mm external wastegate and manifold, 100mm-thick Cooling Pro front-mount intercooler, HKS intercooler piping, ATI 3L surge tank, two Bosch 044 fuel pumps, Tomei fuel-pressure regulator, Aeroflow filtration, Haltech Platinum Pro engine management system with Eflex sensor, 3bar MAP sensor and wide-band sensor, stainless

steel exhaust system with Hurricane muffler

DRIVETRAIN: PAR straight-cut 1st-3rd gears (4th and 5th stock synchros), NPC billet twin-plate clutch

BRAKES/SUSPENSION: Factory Brembo brakes, HPX brake pads, braided brake lines, DBA 4000-series T3 slotted rotors, Cusco coil-overs

WHEELS/TYRES: 19x10.5in +22 Work CE28 wheels, Kumho tyres

BODYWORK: Factory front bar with Nismo oil cooler option, carbon-fibre wing blade

INTERIOR: Bride Low Max Gias II seats, Nismo gauges, GReddy boost controller and turbo timer, Clarion stereo

IT'S THE COMPLETE PACKAGE



KELFORD CAMS

IT'S ALL ABOUT WINNING

World leaders in smart camshaft and valve spring design and manufacture.

Specialist camshafts and valve springs for all forms of motorsport and street use.

With our long standing design and manufacturing relationship with PAC Racing Springs we are able to bring you the most aggressive yet stable valve train solutions available anywhere in the world.



R.I.P.S Racing's MGAWOT III runs a complete Kelford cam, valve spring and cylinder head package.



Tilton Interiors Evo dominates at WTAC running Kelford cams

Want the most power from your SR20DET powered ride?



The Kelford Cams range of race proven camshafts for SR20DET are specifically designed for fast spool and the ultimate performance for drift, track & street/strip.

188-A2 / V-188-A2 266/270 11mm/11mm

"Drop-in" cams to suit stock valve springs. Requires re-tune. Unlock easy horsepower!

188-A / V-188-A 260/266 11.8mm/11mm

Street performance cams to suit small turbo upgrade for great low - mid range power! Requires KVS93 springs.

188-B / V-188-B 268/272 12mm/11.5mm

Ultimate drift spec, maximum lobe area for fast spool and lots of top end power! Requires KVS93 or KVS93-BT for 28psi+

188-C / V-188-C 280/280 12.5mm/12mm

Race cams for big turbo high boost builds

KVS93

Drop in, stock retainer spring suitable to 8000rpm and 28psi boost

All cams available for NVCS and non-NVCS engines.

Kelford Cams, Springs & Adjustable Cam Gears Package

S13

\$1359AUD

S14/S15

\$1179AUD

Delivered **FREE** to anywhere in AUSTRALIA!

Contact us for trade/dealer pricing
Customs charges may apply

[P] 1-800 CAMSHAFT [E] sales@kelford.co.nz
www.camshaftshop.com



MONEY BAGS





WITH A BOTTOMLESS PIT OF POWER AND TORQUE, THIS SUPRA'S ON THE MONEY

WORDS: JASON ROUND
PICS: WWW.AUTOSHOTZ.COM.AU



Just about any modified car on earth could get away with these plates. Day by day, it's easy to forget just how much time we pour into our rides. Twenty-three-year-old boiler maker Craig Cooper has a hard time remembering, too, though he does pinpoint this build to be around \$50,000 over eight months. In other words, it's been like a full-time job – just with the money going the wrong way. Thankfully, everything about this Supra is right.

Prior to the Supra, Craig was all about keeping things utilitarian, owning a CF250X road trail bike, 2001 Ford AU ute, 2008 XR6 Turbo ute and 2000 Toyota HiLux 4x4. The 1994 Supra seems like a strange choice then, but it's actually the one model Craig's been lusting after.

He says, "I have always liked the Toyota Supra. When I was eight years old I told my parents that one day I would own one." Countless broken piggy banks later, here it is in all its 500rwhp glory.

The goal was to "drive as much as possible, whether it's on the street, around a track or down the quarter." Craig's owned the car for two years, but as alluded to earlier, the bulk of the build happened in less than one. He doesn't muck around our Craig, no.

"I bought the car as a complete car with a blown engine. My original plan was to buy it and get the engine fixed for my girlfriend. When I found out it would cost less to get another engine put in, I went to buy a standard non-turbo engine, as my girlfriend can't drive turbo cars, but I ended up buying a turbo engine and building the car for myself." Wrath of girlfriend aside, we're glad he did.

The engine was originally an N/A 2J with a blown head. While it could have been rebuilt and turbocharged, it made far better sense to jump on a proper 2JZ-GTE from the start. "I've always liked the 2JZ engines, and they are capable of handling high horsepower."

Built by Spot On Performance and Fabrication, so far the Supra's run 475rwhp with the manual on BP98 at 17psi. On 24psi with the new auto and pump E85, power's been pushed to 500rwhp, with more to come.

To get a bit more specific, the new box is a two-speed Powerglide automatic transmission, with billet input shaft and output shaft, billet gears, 10-pack top gear, manual valve body, Progate transbrake, deep pan, billet clutch and The Convertor Shop 4500rpm stall convertor. In other words, it's the perfect drag set-up.





I HAVE ALWAYS LIKED THE TOYOTA SUPRA. WHEN I WAS EIGHT YEARS OLD I TOLD MY PARENTS THAT ONE DAY I WOULD OWN ONE





Prior to this, the car used to be a silver five-speeder. It was in fair condition with a couple of love dimples. The paint was faded. Thinking black would look best, Craig soon put the Supra under the gun. For the future, however, he's looking at pumping those guards out so he can fit a decent set of street slicks under the bum, something like a 325/50/15.

Apart from a bit of scrapage on the underside of the bodykit, the car's now doing great, with Craig particularly fond of the 'is that a particle accelerator?' engine bay and wheels. As for next time, he tells us he'd probably save more money before starting another build, and the money pit's not about to be closed up yet...

"I'm still unsure about the plans with my car at the moment, but I do know there will be more money spent on the engine to get more and more power." In other words, 'more of everything'. We can't wait.

Thanks: "Huge thanks to Spot On Performance and Fabrication for all the work and effort they put in to get the engine built and any future work, my parents for helping me any time I needed and taking up garage space for over a year, my mum for giving me the idea for the numberplates when she was complaining how much money I spent on it, and my girlfriend Sammy for being there with me and supporting me from start to finish." ■



ON 24PSI WITH THE NEW AUTO AND PUMP E85, POWER'S BEEN PUSHED TO 500RWHP, WITH MORE TO COME

SPECS

ENGINE: 3L 2JZ-GTE six-cylinder turbo

POWER: 500rwhp (E85, auto)

ENGINE HARDWARE: Two Bosch Motorsport 044 fuel pumps, Bosch injectors, aftermarket copy intake manifold with big-bore billet throttlebody, Garrett GT4094 turbocharger with custom intake pipe, 600x300x76mm Trust intercooler, alloy radiator, custom 4in stainless steel exhaust system, Microtech LT16C engine management system, Turbosmart boost controller, Peterson Fluid System, fuel-pressure regulator, billet fuel rail, pod air filter, silicone joiners, braided lines, adjustable cam gears

DRIVETRAIN: Five-speed manual, heavy-duty clutch

BRAKES/SUSPENSION: Standard brakes, coil-overs all 'round

WHEELS/TYRES: Custom gold 'C.Cooper' wheels, Toyo Proxes tyres

BODYWORK: Full bodykit including front bar, rear bar and side skirts, black respray

INTERIOR: Panasonic double-DIN head unit



**CHECK OUT OUR
WEBSITE FOR FULL
RANGE & PRICES**

SPOOL

www.spoolimports.com

CONRODS & CRANKSHAFTS



PH: (07) 3279 1074 or 0402 351 688

FAX: (07) 3112 3963

EMAIL: sales@spoolimports.com

WWW.SPOOLIMPORTS.COM

WWW.FURIOUSPERFORMANCE.COM.AU



**AUTOMATIC
TRANSMISSION
SERVICE
PACKAGES**



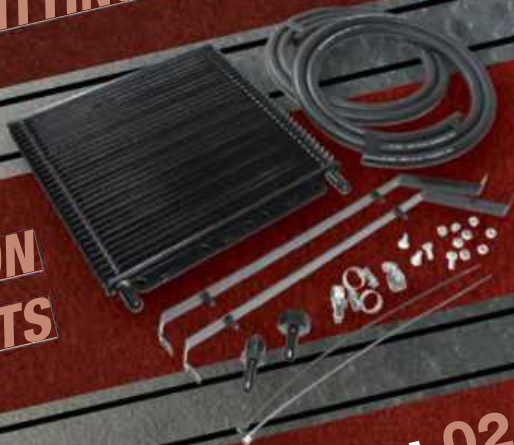
**ENGINE OIL
COOLERS
& ADAPTERS**



**COMPLETE
SPEEDFLOW HOSE
& FITTINGS RANGE**



**TRANSMISSION
OIL COOLER KITS**



**Service Centre:
1/128 Old Pittwater Rd
Brookvale NSW 2100**

Phone: 02 9907 2674 (Business Hours)
email: sales@furiousperformance.com.au
eBay: www.ebay.com.au/Furious-Performance
Facebook: www.facebook.com/Furious-Performance



Find us on
Facebook

UNUSUAL SUSPECT

**YOU WANT CLASSIC? YOU
GOT IT, BUT DON'T EXPECT THE
USUAL BEHIND THE WHEEL...**

PHOTOGRAPHY BY ERIC TANG







A new swap-out on the way, around 170kW is still nothing to sneeze at



You don't see many Mazda 1974 929 sedans around these days, even less modified and even less again piloted by a female, but the owner of this rotor loves breaking down expectations. She's as die-hard a Wankel fan as any of the boys out there, with the build to show for it.

Niki says this was simply case of a car coming up at the right time for the right price. She built it to be a tough cruiser and is proud of the fact she's a female owner. "You don't see many female owners of old-school Mazdas in Adelaide." You do see a lot of churches, though, and holy hell is this a great ride.

The build was 4.5 years in the making, with the cost pegged somewhere around \$8000. "It's been an adventure," says Niki. The car ran 170kW when it was dyno'd by the last owner, but it hasn't been dyno'd by Niki yet, with the numbers set to rise.

Rewinding back to the start, Niki picked up the Mazda for just \$1000. She's also been deeply involved in the build personally, doing away with the girly girl stereotype sanding the engine bay back by hand and looking after the painting.

The piston motor is now a relic, replaced with rotor might full of RX-4 componentry and topped off with a Weber 48mm carburetor that sounds the biz. Niki chose the 13B for its "good price and power output." There isn't a snail in sight (yet), but the car's still making good power via the J-port and putting undue pressure on those 16x7s to boot.

Handling Red Room levels of pain is an RX-7 Series II box matched to an Extreme clutch. This is the beauty about early Mazdas—the interchangeability and family integration. Any manner of engines and boxes can be swapped in and out with no fuss at all.





It would be a crime to do away with the original interior, so it's been left intact



**YOU DON'T SEE MANY FEMALE OWNERS
OF OLD-SCHOOL MAZDAS IN ADELAIDE**





*This is a true classic. Hard to believe
it was just a grand to begin with*

**NIKI'S BEEN DEEPLY INVOLVED IN THE
BUILD PERSONALLY, DOING AWAY WITH
THE GIRLY GIRL STEREOTYPE SANDING
THE ENGINE BAY BACK BY HAND AND
LOOKING AFTER THE PAINTING**



"I have recently started off-street drags in it. With the old extend port N/A it ran 14.6sec on the quarter mile. I haven't run it yet with the new J-port motor, but will be soon when the season returns after winter.

"I've had offers of \$15-20K to buy the car, but I have no plans on selling it yet." You see, Niki takes a degree of pride in knowing what she's managed to put together here. It is a true labour of love and should be a solid kick up the arse to any of the guys out there who don't think they can get on with the job.

The car was dyno'd by Faustune with the old motor, with a new run to come in when the new motor swap-out is complete. Part of the motor is in, but Niki's currently in the process of changing the manifold, exhaust and so on. One thing she is not is idle.

Says Niki, "I'll be keeping the Mazda for as long as I can. I have started legal, off-street drags and I'm hoping for quicker times when the season returns." The rear wheel arches will be fixed and more mods planned, but the car will always be driven, and driven hard.

Thanks: "Luke, good friend and rotor owner, for years has helped with the car changes and always taught me how to work on it as a 'hands on female owner'. Dyno'd by Faustune." ■



SPECS

ENGINE: 13B J-port rotary

PERFORMANCE: 170kW

ENGINE HARDWARE:

RX-4 housings, rotors, stationary gears, 3mm seals, J-port, RX-4 e-shaft, sump, oil pump and water pump, upgraded fuel pump, 48mm IDA Weber carburettor, Rotaflex exhaust system, custom coolers and radiator, RX-4 ignition system

DRIVETRAIN: RX-7 Series II gearbox, Extreme clutch, 13B diff

BRAKES/SUSPENSION: Stock brakes, Pedders springs and KYB shocks front, lowered springs and KYB shocks rear

WHEELS/TYRES: ROH Milano 16x7in wheels

BODYWORK: Standard off-white in two-pack

INTERIOR: Auto Meter gauges, custom steering wheel, Pioneer head unit, rear speakers





RACE

PERFORMANCE ENGINE BEARINGS

Australian Engineering Excellence

- Performance engineered tri-metal bearings
- Japanese, European & USA applications
- Manufactured to exacting standards
- High strength material
- High strength overlay plating
- Increased crush and eccentricity



NO RISK - NO COMPROMISE
- TOTAL PERFORMANCE

www.aclperformance.com.au

LIKE LIFE IN THE

FAST LANE

EVOLVE[®]

PURE BRAKING PERFORMANCE

Available from your local brake specialist
VISIT BREMTEC.COM.AU/STOCKISTS
FOR PURE BRAKING PERFORMANCE

LIKE US AT  **/BREMTEC**





Feel safe, drive safe See further, react faster

Philips X-tremeVision Plus

Up to 130% brighter light

Philips Xtremevision Plus light bulbs are the brightest you can buy. They outshine all other car lamps with up to 130% more brightness* and a superior beam length of up to 130 metres. So you see further, react faster and drive safer.

innovation  you



100
years
of automotive lighting

*Compared to a standard lamp

Globe fitment guide www.invisionsales.com/lighting/application
Available with expert fitting and advice from



PHILIPS

SONY



**CAR AUDIO 3YR
WARRANTY**



Featured model: MEX-XB100BT

BEST IN CLASS WARRANTY

For information and stockists visit www.sony.com.au

